Due to the effect of the dynamic lubricant level control, the lubricant level in the gearbox section 20, which is necessary for maintaining the lubrication and for supplying various pumps, does not fall below a minimum lubricant level, because for a severe drop in the lubricant level, the lubricant supply through the differential ring gear 38 is naturally greatly reduced or completely stopped.

Finally, it should be noted, in particular, that the previously explained embodiments merely serve as a description for the claimed teaching, which, however, is not restricted to the embodiments.

Claims

1. Gearbox arrangement for a vehicle, preferably for an agricultural or industrial utility vehicle, wherein the gearbox arrangement (10) can be lubricated at least partially with lubricant (24) from a lubricant sump and has at least two gearbox sections (20, 22), wherein each gearbox section (20, 22) has a gearbox housing part (44, 46), wherein the gearbox housing parts (44, 46) of the two gearbox sections (20, 22) are adjacent to each other and form a part of the lubricant sump, wherein, in particular in the normal operating mode, typically either one or the other gearbox section (20, 22) can be operated, characterized in that between the two gearbox sections (20, 24) [sic; (20,22)] there are separating means (42), with which the two gearbox sections (20, 22) can be separated from each other at least partially, whereby lubricant (24) can be retained in the gearbox housing part (44, 46), whose gearbox section (20, 22) is inactive or operated at a low rpm in the current operating state.

2. Gearbox arrangement according to Claim 1, characterized in that the separating means (42) have a separating wall, which preferably does not extend up to the upper, inner wall of a gearbox housing part (44, 46).

3. Gearbox arrangement according to Claim 2, characterized in that the separating wall extends from the base of the gearbox arrangement (10) at least up to a height of a gearbox input shaft (62) or gearbox output shaft arranged in one of the gearbox housing parts (44, 46).

4. Gearbox arrangement according to Claim 3, characterized in that the separating wall has sealing means, with which the separating wall can be sealed relative to the gearbox input shaft (62) or gearbox output shaft, if the separating wall extends across the height of the gearbox input shaft (62) or gearbox output shaft.

5. Gearbox arrangement according to one of Claims 1-4, characterized in that the separating means (42) can be sealed relative to a gearbox housing part (44, 46) with the help of additional sealing means (54), which preferably have spring steel strips.

6. Gearbox arrangement according to one of Claims 1-5, characterized in that the separating means (42) are realized such that more than half of the lubricant (24) typically located in the two gearbox sections (20, 22) can be retained in one of the gearbox housing

parts (44, 46), preferably approximately 1/3-2/3 of the volume of the lubricant (24) typically found in the two gearbox sections (20, 22).

7. Gearbox arrangement according to one of Claims 1-6, characterized in that at least one unit of guidance means (66) is provided in a gearbox housing part (20), with which the lubricant (24) thrown by a rotating gearbox part (38) - for example, a ring gear - arranged in a gearbox housing part (20) can be guided into the other gearbox housing part (22).

8. Gearbox arrangement according to one of Claims 1-7, characterized in that return means (68) are provided, with which lubricant (24) can be returned from one gearbox housing part (20) to the other gearbox housing part (22).

9. Gearbox arrangement according to Claim 8, characterized in that the return means (68) are arranged on the separating means (42) - especially in the area close to the base - and realized preferably in the form of a through hole.

10. Gearbox arrangement according to one of Claims 1-9, characterized in that one gearbox section (20) has a differential gearbox and/or the other gearbox section (22) has a power take-off gearbox.